

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "KATSHAN," 2,260 " " " G. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to Canton daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 88 tons, Captain J. Willox.
 "NANNING," 59 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Saturdays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG
 Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375
 YORK BUILDINGS, 1st floor,
 Hongkong, 9th July, 1907.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von Seeden	About FRIDAY, 26th July, 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About SUNDAY, 29th July, 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. C. Woltemas	TUESDAY, No. 30th July, 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUTHPOLD" Capt. H. Kirchner	About WEDNESDAY, 31st July, 1907.
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Seeden	THURSDAY, No. 1st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

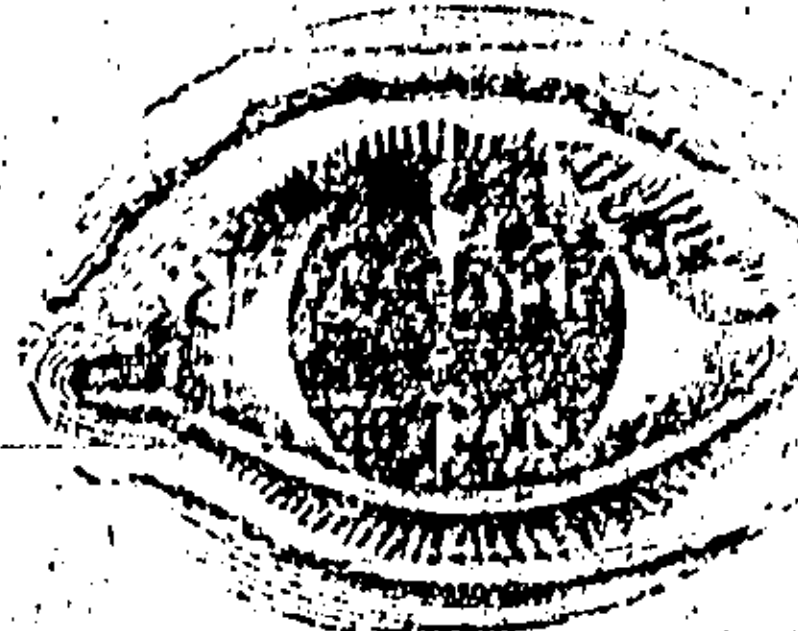
MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 23rd July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. SHINGHAI, 566, Nanking Road.

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),
 SHAMEN, CANTON,
 ON THE BRITISH CONCRESSION,
 H. HAYNES,
 Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)
 MACAO, CHINA,
 IN THE CENTRE OF THE PRINCE OF PEACE,
 Capt. T. AUSTIN, R.M.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

SLAVERY IN GALAPAGO.

BAD STATE OF AFFAIRS IN CENTRAL AMERICA.

Having completed her missions to Central America and the Galapagos Islands, the sloop of war *Shearwater* has returned to Esquimaux after a voyage extending over some 72 days. As previously announced, her visit to the Pacific seaboard of Central America was for the purpose of protecting British interests in view of the inter-republican war which has been in progress. Her mission to the Galapagos Islands, details of which were brought to Victoria yesterday, has not previously been announced and is of a highly interesting character.

Under instructions from the British Admiralty at Whitehall, the *Shearwater* proceeded to the Galapagos group of islands to inquire into a state of slavery which was said to exist there. The alleged slaves were British subjects, natives of the West Indian Islands. The Galapagos Islands belong to the Republic of Ecuador in South America.

Some time ago two American botanists were pursuing their scientific researches in the islands when some West Indians there informed them that they were being held in a state of slavery and were forced to work and were not permitted to leave the country. On their return to the United States the botanists informed the Government at Washington and the United States at once communicated with Great Britain. The affair was put into the hands of the Admiralty. Instructions were cable to the *Shearwater* to proceed to Galapagos Islands and to ascertain the true state of affairs there. The result of the mission was ascertained when the *Shearwater* reached Victoria yesterday.

It appears that nearly a year ago some thirty West Indians made their way to the Galapagos Islands, where they were engaged to work for a period of six months. Their work consisted in making the natives of the country live. The wages paid were exceptionally low, with the result that the West Indians, in order to be able to exist, had to draw their money in advance. At the end of the six months it was found that the West Indians owed their employers certain sum of money which they were unable to pay. They were then informed that they would have to continue working until they had wiped off the deficit, and that then their services would be dispensed with, and they could return to their homes. The representations made by the West Indians were to the effect that when they had completed the work for their taskmasters they would then have no money to take them back to their own country. They moreover complained that they were badly treated and were in many respects slaves.

Captain Allgood, of the *Shearwater*, has reported to the Admiralty the result of his observations and the conditions under which the West Indians are held at the Galapagos Islands, and it is expected that the British Government will order the men to be deported from the islands back to the West Indies.

"GREENWICH TIME."

WORK OF THE OBSERVATORY.

Few of those who profit by the labours of Greenwich Observatory to be in time for their morning train or punctual to their dinner have any idea of the magnitude and variety of the work accomplished by the Astronomer Royal and his assistants. The astronomer's official report for the past year records such trifles as 7,704 observations of "transits," 7,341 "circle observations," and manuscript computations in twenty-eight volumes concerning the Greenwich meridian observations of the moon, 1,750 to 1,901. Such figures convey something even to the inexperienced of arduous labour. It is interesting to note that the map of all the stars in the heavens, which the observatory of all the world have undertaken, is so far as Greenwich is concerned, well on the way to completion. We are accustomed to speak of the stars as like the sand of the sea for multitude; as a matter of fact, the stars that can be described by the naked eye are only some 3,000, but this is an infinitesimal fraction of the whole number in the sky. A quarter-plate photograph of a section of the Milky Way will show stars as thick as they can be counted, and this is but one tiny fraction of the zenith. In another branch of the Observatory's work, it is interesting to note, in view of the suggested connection between sunspots and our weather, that the glorious July and August of last summer were months in which the sunspots culminated. It was last August which gave us the remarkable temperature of 94.3 deg. at Greenwich. The corresponding minimum for last year was 10.8 deg., recorded on December 30th. With regard to the danger to the work of the Observatory from the establishment of the County Council, which attracted so much public attention, the astronomer notes that if the recommendations of Lord Rosse's committee, which are already familiar, are strictly carried out, it may be hoped that the work of the Observatory will not be seriously interfered with. He points out, however, that further expansion when the generating station is completed and in full work may modify this view. The recommendations of the committee are said to be the "minimum which is absolutely necessary, and a further reduction in the height of the chimneys may be necessary to safeguard the Greenwich meridian work."

The Observatory was inspected by the members of the board of visitors. Many guests had an opportunity of examining the wonderful instruments of the modern astronomer, of marvelling at the great 28-in. telescope, and even of peering through it at one of the planets, of seeing the light roofs of paper-machos revolve on their wheels, and watching the water clock that keeps the telescope fixed on its object in the heavens. Much inspected, too, were the long rows of chronometers and watches being tested in and out of the oven for the work of the Navy, and wonderful solar and stellar photographs, but there were some of the guests who were inclined to linger longest over the quaint old tools of the astronomers of the past, in which Greenwich is rich. Was it not founded by that merry and witty scientific monarch, Charles II.?

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company, will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,
 W. E. CLARKE,
 Secretary.

Hongkong, 22nd July, 1907. [57]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF \$3.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 16th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,
 A. SHELTON HOOPER,
 Secretary.

Hongkong, 9th July, 1907. [58]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,
 A. SHELTON HOOPER,
 Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
 General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1907. [59]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—

GOLDRING and BARLOW,
 Solicitors,
 10, Queen's Road Central.

Hongkong, 22nd May, 1907. [56]

F. BLACKHEAD & CO., SHIP-OHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE HARTMANN'S COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIHLERS PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907. [45]

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFER

NEED NOW DESPAIR,

but with a single doctor's bill or falling into

the deep ditch of quackery, may safely, speedily

and surely cure himself without the knowledge

of a "good party." By the introduction of

"THERAPION" into the medical world.

THERAPION

THERAPION No. 1—A Sovereign

Remedy for all diseases, especially for

rheumatism, neuralgia, pain and swelling of

the joints, and all those complaints which accompany

and exhaust the system, and which are usually

impossible to cure. This preparation purifies

the blood, and restores the system to its normal

condition, and is equally effective in all

diseases, and is equally effective in all

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Powell's
ALEXANDRA
BUILDINGS.Have Just
OpenedTHEIR
SPLENDID
COLLECTIONOF
NEW
ART
BEDSPREADSIn all the smartest
and most stylish
washing fabrics.The unique selection
of designs in art
spreads, that we
are now placing
before the public,
will prove to the
most sceptical thatMODERN
BEDROOM
DECORATIONcan be carried out in
a most inexpensive
manner.POWELL'S
ALEXANDRA
BUILDINGS.

HONGKONG.

Hongkong, 20th July, 1907.

A SHADOW OF THINGS TO COME.

THE BIRTH OF A NEW WORLD FORCE.

If history teaches anything it is that the evolution of international politics is never humdrum or commonplace for any great length of time. On the contrary, if we were not so absorbed in our daily living and dying, we should realise that the competitive development of the human race is full of startling surprises, although, indeed, the element of surprise is due rather to our inability to recognise the inevitable line of demarcation over which we have unconsciously stepped from an old to a new era, with its dramatic suppression of all the familiar and seemingly well-established lines of political evolution.

The old broad roads, which seemed to lead on so interminably, are suddenly obliterated by some seismic upheaval, and we are obliged to take stock of our whereabouts and endeavour to find the best and safest way through the new and transformed conditions of the outlook before us.

This present generation has had its surprise. With the force of an earthquake shock it has obliterated the forward paths by which we have been long accustomed to expect our political combinations and political rivalries to confine their advance. The dramatic overthrow of Russia by Japan and the meteoric rise of the latter to the position of a formidable world power have introduced an entirely new political future. It has already forced the white Powers of the world to reconsider not only their future relations with one another, but the entirely new series of political developments which promise to curtail the long-established supremacy of the white races both in the Eastern and Western hemispheres.

The rise of Japan has not only terminated much speculation upon a possible break up of China, but has forced us to admit the contingency of a similar military renaissance of the Celestial Empire and to estimate the probable consequences of the development of enormous military resources in support of the already strenuous commercial energy of the whole yellow race. Of the persistence and determination with which this new energy may be directed upon the familiar conditions and aspects of an established political situation we are already receiving a strong hint in the relations which have lately arisen between America and Japan.

Let us think of what this really portends, for it is the first recognisable impact of the new upon the old order of things, the first clash in the commercial arena between cheap labour and the far more expensive standard of production, as well as of living, which, in the ordinary course of social evolution, has been reached in the great white communities of the world. Even when this cheap labour was able to offer no more than a passive resistance, such as America experienced in China recently, it was sufficiently formidable. But when, as in the case of Japan, it is backed by a military and naval force of the first degree, it can no longer be kept at arm's length, nor compelled to accept any abridgment of its demands.

Thus, although the people in the States, under the impulse of an intense and uncontrollable racial antipathy towards all men of darker hue than themselves, do not yet grasp the fact, they are, nevertheless, no longer in a position to impose their will upon Japan, for the very good reason that they are weaker than the Japanese both by sea and land. Already a strong party in Japan, guided by the violent treatment of their countrymen on the Pacific slope, is clamorous for the armed assertion of their rights. And it is no good shutting our eyes to the fact, and its far-reaching effects, that Japan would be perfectly able at the present time to destroy the American navy and invade the States with powerful armies, whose leadership and fighting qualities it would be difficult to match. The States, certainly, in spite of a huge population, could not improvise land forces to oppose them, and meantime their outlying possessions, like the Philippines and Hawaii, would be captured without much trouble, the latter place already being far more Japanese than American.

These are perfectly self-evident conditions of what has been an undoubtedly serious situation. We may well hope and believe that the triumph of good sense and the efforts of friendly Powers would always avert so dire a calamity as war. But there is a momentous importance attached to the present imbroglio, inasmuch as it definitely marks the first disturbance of white supremacy, by the commencement of armed pressure on the part of racial masses hitherto confined to a development on the suzerainty of an armed superiority in the hands of the white Powers.

This superiority, in the new era, is coming to an end. There will be an equal efficiency in fighting power, equal commercial energy with a determining balance in favour of the yellow races, through their vastly cheaper productive and driving power. America will be the first to experience the shock of the new force, which threatens to transform all the commercial and political conditions of the world, and if we look a little further we shall obtain a very intelligible view of the lines of its development.

For some years Japanese expansion has been obtaining a strong footing among the South American Republics, and in many parts of that vast and sparsely-populated continent it has successfully established large colonies of immigrants. These people, in place of the United States policy of exclusion, have met with a universal welcome among the Latin race of South America, while, in as close proximity to the States as Mexico, they have been granted every facility for immigration, and every effort is being made to establish and develop commercial and political relations with Japan.

Among the inert degenerate races of South America the commercial and political energy of Japan is distinctly that of a superior race, and is quite capable in time of effecting a Japanisation of the whole continent. More-

over, the Latin jealousy and apprehension of the States is a factor which is telling strongly in favour of the new Power in the Pacific. Consequently, Japanese trade in manufactured articles has already established a serious rivalry to the North American and European in the markets of the Latin Republics, while Japan, on her side, is finding in South America a vast treasure-house of raw material.

But these relations are now to be drawn still closer. A Japanese line of steamers will soon run round Cape Horn to all the Eastern ports of South America, and direct lines are being arranged to the west coast and to Mexico, with an important port of call at the terminus of the railway which crosses the Isthmus of Tehuantepec, and already possesses a large volume of trade between the Eastern and the Western oceans.

It will be seen, therefore, that new and far-reaching interests of vast magnitude, both commercial and political, are rapidly following the acquisition of military and naval power by a small portion of the races possessing the cheapest store of human energy in the commercial world. A thing indeed has happened which the white races, in their upward progress towards less economical and less self-denying standards of living, have never contemplated so late in history—the competition of primitive standards, equipped with modern armaments.

The effect upon the white races will be twofold—namely, in their commercial development and in their political relations with one another. While the first is dealt a heavy blow, the latter will be seriously jeopardised. To suppress the competition of cheap production in the selfish interests of higher-priced labour would be impossible and immoral. And, on the other hand, the complexity of white political interests and rivalries would be debar any such combined action.

For it should be borne in mind that, while all are not equally threatened at the same time, Japan is at present in alliance with Great Britain, and has concluded an entente with France, as well as a working agreement with Russia. America, therefore, is left to sustain the initial pressure of this new world force, which in her case makes itself felt in a political as well as a commercial form simultaneously. Not only are the markets of Central and South America threatened, but it is impossible to foresee a limit to the Japanisation of the Southern Continent, which may be said to have already commenced, and will receive an immense impetus from the impending commercial junction of the Continent with Japan by the indefatigable merchant lines of the latter Power.

The States will ultimately have to make choice of two courses. They must either acquiesce in this process or they must fight. It is the materialisation of this latter contingency which would set the whole world by the ears. Already German speculation has been devoted to the problem, and it is perhaps not surprising that they should have discovered England's participation in a very dark design.

Under the title of "Wem gelten die englischen und japanischen Rüstungen?" a writer discloses a Macchiavellian design on the part of England to utilise the new power of her ally in combination with Canada on the one side and with the South American Republics on the other, to shatter the political and commercial rivalry of the States, by which England, apparently, is chiefly threatened. The German writer considers that Russia would be likely to seize the opportunity of assisting America, while Germany would not doubt be compelled to take a hand, in the hope of overthrowing the British Empire, and, in the scramble, of fastening upon such unconsidered trifles as the long-envied territory of Brazil.

Extraneous as it is, the work is nevertheless a useful indication of the trend of the little political thought at the present moment. But much of this does not go far enough. It does not sufficiently plumb the depths and velocity of the flood, which years ago Charles Pearson foretold would one day awake from its slumbers and dash itself against all the white systems of social and political economy. It is not the Yellow Peril of invading hosts pouring on Europe, which was once pictured by the German Kaiser, but the more formidable, because more irresistible, pressure of cheap production, which, having armed its millions with equal, if not superior, fighting power, is able to win for the extension of its competition political securities such as we see are already being founded in the southern half of the American Continent.

It is not possible to avoid the conclusion that, given equality in arms, the most populous races must ultimately be supreme. While therefore, the white races can only inhibit the temperate zone, the yellow, brown, or black races can labour and multiply anywhere. Consequently, the peril which the new era seems to contain is that the former will be pursued in its strongholds by the overflowing millions of the latter, whether in South Africa, the Straits, Australia, or the Americas, and its labour market and industrial supremacy gradually overwhelmed.

It has been too long the custom to infer from experience the certain triumph of the wealth, science, and armed superiority of the European stock. But our intellectual pre-eminence, our mechanical inventions, our military systems, are being adopted by the advanced coloured races, and in time naturally will be employed against us, in support of their larger interests, with all the massive weight of immense numbers. No war is likely to result from the present friction between America and Japan, but the incident is worthy of our earnest notice as the shadow of things to come.—"Asiaticus" in *Pall Mall Gazette*.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hong Kong Telegraph* and they are warned against paying more than 75 CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hong Kong Telegraph Co., Ltd.
Hongkong, 20th September, 1907.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on anæmia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

FOUND.

ON the sand in front of the Bellevue Hotel last evening, a SMALL KEY. Owner can have same on application to this office and paying for this advertisement.
Hongkong, 22nd July, 1907.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS (Firewood, Lime, White, Charcoal, &c., &c.) from the 1st August, 1907, to H.M. Dockyard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than Noon the 25th July, 1907.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender is declined.

The lowest or any Tender not necessarily accepted, and the right is reserved of accepting any portion of a Tender.

Hongkong, 20th July, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W.M. PARLANE,
Manager.

Hongkong, 22nd June, 1907.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 30 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & Co.

Hongkong, 10th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SUNDA"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at 10 A.M. appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship
"GLENLOCHY"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns at the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 21st July, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 23rd instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 22nd July, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"SAXONIA"
Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1907.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charante* and *Medoc*, from Havre ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 29th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd July, 1907.

Consignees.

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 17th of July, at 1 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of July, at 9.30 A.M.

All Claims must reach us before the 18th of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 17th July, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 22nd July, 1907.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA."

FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Aug., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th July, 1907.

For Sale.

A. CHAZALON & CO.
6, Queen's Road Central.

WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS

Large Assortment of CANNED GOODS
suitable for Pic-nic.

Hongkong, 15th May, 1907.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex-Factory.

In Bags of 250 lbs. net \$2.70 per Bag
ex-Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906.

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE LEADING
WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

WATSON'S

VERY OLD LIQUEUR

E BLEND
SCOTCH
WHISKY.

\$15.00 - - - per case.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 20th July, 1907.

BIRTH.

On the 15th June, at Kingsley, Bexhill-on-Sea, the wife of J. C. NICHOLSON, of the Hongkong and Shanghai Bank, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 23, 1907.

SUBSIDIARY COINAGE.

The official correspondence which was laid before the Legislative Council this afternoon practically brings to a finality, so far as the Government is concerned, the discussion upon the question of the subsidiary coins of Hongkong. It would appear from the last two telegrams that the notification appearing in the issue of the *Guette* Saturday week last, and which was commented upon in the *Hongkong Telegraph* of that day, is the outcome of a series of communications which has been carried on between the Hongkong Government and the Colonial Office. A perusal of the extremely interesting despatches which have been exchanged between the home and the Colonial Governments forces the conviction that the attitude of the local Government in respect of the currency of the Colony has been undoubtedly a correct one, advised as the Government have been by the best authorities on the subject in Hongkong. It will be seen that at the outset the Governor had the benefit of the advice of the chief manager of the Hongkong and Shanghai Banking Corporation. When questions were put to the Governor in the Legislative Council in connection with the depreciation in the value of our local tokens, the Government was not satisfied in obtaining the opinion of a single firm of banking experts, but proceeded to secure the advice of the Chartered Bank and the Mercantile Bank of India in addition to the counsels of our leading financial institution. The Government had anticipated the advice which was proffered, and the reply to the Hon. Mr. Osborne when he put his question in Council last year was based on the opinion of three experts. In his last despatch on the subject to the Secretary of State for the Colonies, Mr. May, on the 27th April, expressed the opinion that fifteen lakhs of dollars of subsidiary coins would be ample for the requirements of the Colony's business for a period of years, and that an issue of \$100,000 per annum would be quite sufficient to provide for deficiencies in the amount arising from loss, wear and tear, and for any probable increase in the population, after the currency had been put upon a proper footing. If the amount is so small as \$1,500,000 only then the redemption of the \$40,000,000 of coins, which, it is estimated, has been put into circulation, will mean an enormous total loss to the Colony, which the taxpayers will be called upon to pay. But in the circumstance it is not easily discernible how the Government can shirk the responsibility for making good the amount involved by process of redemption, since the Colony had earned in the past consider-

able sums annually by putting into circulation this enormous amount of token money. If the representations made through His Majesty's Minister at Peking to the Wai-wu-pu, which up to now remains unanswered by Sir John Jordan, be productive of practical results, there is still hope that the ultimate loss to taxpayers will be reduced very considerably, if the provincial authorities of the Chinese government, under instructions from the Peking authorities, should curtail the output of their silver tokens to only so much as will be required by the necessities of business in the Two Kwang. The remedial measure is provided for in the Mackay Treaty of 1902, and if China were to meet her obligations in this respect the Colonial finances would be saved much of the burden which might otherwise fall upon the taxpayers, as the result of over-production of subsidiary coinage in the mints at Canton.

LOCAL AND GENERAL.

LAST evening another coolie—making five men so far—was arrested in the Central district on suspicion of being implicated in the Des Voeux Road murder, details of which were published in last night's issue of this paper.

FOUR stowaways were found on board the steamer *Hamm*, which arrived here from Canton yesterday morning. They were handed over to the police, and were charged at the Police Court later with obtaining a passage to Hongkong without permission. A plea of guilty was entered and accused were fined \$35 each. Mr. Hazland was the presiding magistrate.

At the Supreme Court, to-day, the case of the questions to be submitted to the Court in a special case arising out of a certain contract for work to be done for the Standard Oil Company, by a Chinese contractor, and which contract was not fulfilled, as fully recorded in these columns last evening, was continued. After further argument the Court was adjourned, His Honour reserving his decision.

MR. Luke E. Wright, U. S. Ambassador at Tokyo, who is shortly leaving Tokyo for home, had a farewell audience with the Emperor on 17th inst. Afterwards, Mr. Wright and his daughter were received in audience by the Empress. At noon the Ambassador had the honour of dining with His Majesty. There were also present Princes Arisugawa and Higashi Fushimi, Viscount Hayashi, the Foreign Minister, and others.

A STREET coolie becoming disinterested in a certain case which was being heard in Mr. Hazland's Court, this morning, lit a cigarette and proceeded to thicken the atmosphere. Usher Fox noticed the smoke rising above the heads of the crowd at the back of the Court. In less time than it would take to relate he had the wrongdoer—Lau Yuk—bundled out of the room. He was then charged with contempt of court, and fined \$5, the option being fourteen days' imprisonment.

As already stated H. F. Tsén Ch'ün-hsuen, Viceroy-Designate of the Two Kwang provinces, has been denounced to the Throne by a Censor named Ch'en Kwei-ch'ing. The *N. C. D. News* learns that the Viceroy has been designated as "laughy, irascible and failing in the obedience due from a servant of the Crown to his Sovereign." The Censor declares that this has been proved in that Viceroy's conduct in refusing to proceed first to take over the Yunkwei Viceroyalty and now the Two Kwang.

SANITARY Inspector D. J. O. Holloran prosecuted a boarding-house keeper at the Police Court this morning, for offering him a bribe of \$10, yesterday. Mr. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the defence. The accused denied the allegation. No evidence was taken at this hearing, the case being simply called up and adjourned. As far as we could gather there appears to be no specific object in view when the alleged bribe was offered. It was reported that the "cumbra" was for friend pickin'.

JAMES ORENZEN, an engineer on board the steamer *Amoy*, was charged before Mr. C. N. Orme, at the Police Court, to-day, with behaving in a disorderly manner in the Owl Grill Room, last evening. J. H. Newbold, the proprietor, prosecuted. Accused, it was stated, went to the grill room and ordered a dinner. He had no money. Next he ordered a bottle of wine. This order was refused. When he was asked to leave the premises he became violent. Two S.H. policemen were called in and accused taken to the station. His Worship fined him \$5.

KWAN MOW, a shopkeeper, who gave his address as 34, Wanchai Road, was arrested yesterday morning on a charge of being in possession of counterfeit coins. For some time past the police have suspected Kwau of being guilty of bringing spurious coins into the Colony. A trap was set, which led to his downfall yesterday. When searched at the Central Police Station no less than forty-five bad ten-cent pieces were found on him. He was charged before Mr. F. A. Hazland, this morning, at the Police Court, and sentenced to two months' hard labour and six hours' stocks.

THE King has approved the following instructions regarding the wearing of those foreign decorations which are permitted to be worn on certain occasions only.—The decoration will be worn (when in full dress) on the occasions specified in the letter of authority; (2) In miniature, when in evening dress under similar conditions. The riband will not be worn without the decoration. A foreign medal, the wearing of which has been sanctioned by His Majesty, or its riband, will be worn in all orders of the dress in the same manner as British medals. These decisions will eventually be embodied in the Dress Regulations.

TYPHOON WARNING.

HONGKONG OBSERVATORY
EXONERATED.

OPINION BY THE ASTRONOMER ROYAL.

There was laid on the table of the Legislative Council this afternoon the following correspondence with regard to the report of the Committee of Inquiry in connection with the Typhoon of the 18th September, 1906:—

[Secretary of State to Officer Administering the Government.]

Downing Street,
18th June, 1907.

Sir,—I have the honour to acknowledge the receipt of Sir M. Nathan's despatch, No. 59 of the 21st of March, forwarding copies of the report of the Committee appointed after the typhoon of the 18th of September last to inquire whether earlier warning could have been given of its approach.

2. In accordance with the Governor's suggestion, I referred the despatch and its enclosures to the Astronomer Royal for his observations, and I now transmit a copy of his reply. I have, &c.

ELGIN.

[Astronomer Royal to Secretary of State.]

Royal Observatory, Greenwich,
London, S.E.,
June 12, 1907.

Sir,—In reply to your letter of April 15th, 1907/1907 relative to the Typhoon at Hongkong on the 18th September last, I have to inform you that a review of the evidence placed before the Committee of Investigation points to the conclusion that the finding of the Committee was practically inevitable, having regard to the following considerations, deduced from the evidence alone, as I have no other knowledge of local conditions.

(1) The typhoon of which warning was given by the Director of Sikawei Observatory on 1906, September 15, was apparently not the one which struck Hongkong on the 18th and, even had it been proved identical, the Sikawei forecast gave no indication that Hongkong was threatened, hence the contention that the warning was given and ignored falls to the ground.

(2) The above is, I take it, the main question before the Committee. The further point as to possible delay on the morning of the 18th in hoisting the "black drum" is not of the same importance. The evidence as to typhoon signs at sunset on the 17th is very uncertain and it appears that those relied upon by one side were admittedly invisible at the Observatory, and attention is only directed to events on the 18th. Had the staff of the Hongkong Observatory thought that such a storm was not unlikely it is conceivable that the fall in the barometer might have been noticed earlier, but it does not appear that any such suspicion was justified beforehand and very few minutes elapsed after the barometer indication became unmistakable before the question of hoisting the drum was raised. If it is true that criticism had been frequently made of unnecessary warnings of late, minutes (10 to 15) further delay is only to be expected, and beyond that the delay in the actual hoisting appears at present unavoidable, though it is likely that some device could be contrived to shorten the time necessary for this operation.

(3) I conclude that there remains no question of dereliction of duty at the Observatory, and that any possible error of judgment alleged is too uncertain to be regarded as carrying responsibility for damage done.

Your two printed enclosures are returned herewith.—I am, &c.,

W. H. M. CHRISTIE,
Astronomer Royal.

HO SIK, a hawk, residing in Staunton Street, was yesterday ordered by Mr. Hazland to be placed under medical observation for a week, as it is believed his mind is unbalanced. He was charged with being drunk and disorderly. On Sunday, while out selling his goods, he was approached by a friend who asked him to return a certain sum of money which was still outstanding. He said he could not, and the friend went away annoyed, of course. He became annoyed, too. He returned home, "tossed off" a bottle of *samsu* and started out to get some fresh air along the waterfront. Needless to say he fell into the harbour. He was fished out by a Indian constable and locked up.

THE general meeting of the Orioka Shosen Kaisha for the half-year just ended was to be held to-day. According to the report to be placed before the meeting, the net profit for the period exceeds ¥1,000,000. This is remarkable in view of the result of the working of the company in the past. It is stated that only a small profit has been made during the period under review by the Formosa-South China line, the Formosa-Hongkong line, Osaka-Tientsin line and Tsingtao-Vladivostok line, these services hardly paying expenses. The dispatch to America of the steamer *Shikoku* ended in entire failure. The large profit made during the half-year is due to the formation of the Japan-China Steamship Company for the Yangtze service. The share of the O.S.K. in the capital of the new company is over ¥3,000,000 contributed in vessels and property. Of this sum, ¥1,030,000 has been added to the profit of the company for the period just ended. The total profit of the company has amounted to ¥2,013,896. Of this sum, ¥252,000 has been set aside for insurance of vessels; ¥411,000 for repair of vessels, and ¥209,000 for depreciation, leaving a net profit of ¥1,091,896. A dividend for the period is proposed at the rate of 6 per cent. per annum, which will absorb ¥262,350. The balance of ¥750,000 is to be carried forward.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Officer Administering the Government, Mr. F. H. May, C.B.O., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. H. (L. J. Gompertz (Attorney General), Hon. Captain F. J. Badeley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kah, M.B., C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Wei Yuk and Mr. A. G. M. Fletcher (Clerk of Councils).

AGENDA.

His Excellency the General Officer Commanding the Troops (Maj.-Gen. Broadwood, C.B.).

Hon. Mr. E. A. Hewitt.

Hon. Mr. Henry Keswick.

Hon. Mr. H. E. Pollock, K.C.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 31 and 32.

It was agreed that they be referred to the Finance Committee.

PAPERS.

The Colonial Secretary laid on the table the following papers:—

Report on the Hongkong Volunteer Corps for the year April 1, 1906, to March 31, 1907. (No. 31 of 1907.)

Correspondence on the subject of Hongkong Subsidiary Coins. (No. 32 of 1907.)

Dispatch from the Secretary of State with regard to the Report of the Committee of Inquiry in connection with the typhoon of the 18th September, 1906. (No. 33 of 1907.)

FIRE AND LIFE INSURANCE COMPANIES.

The Attorney General moved the second reading of the Bill entitled an Ordinance relating to Fire and Life Insurance Companies. He stated that the intention was to bring the law of Hongkong into line with that of England.

The Colonial Secretary seconded.

Agreed.

The Bill went through Committee, was read a third time and passed.

NEW FOREIGN BANK.

The Attorney General moved the second reading of the Bill entitled an Ordinance for giving to a foreign company called the Netherlands Handel-Maatschappij certain facilities for carrying on its business in the Colony.

The Colonial Secretary seconded.

The Council went into Committee on the Bill which was passed.

The Attorney General moved that the Bill be read a third time.

The Colonial Secretary seconded and the Bill was read a third time and passed.

The Council adjourned till Friday at 2.45 p.m.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following minute be recommended for adoption by the Council:—

A sum of one thousand one hundred and fifty-five dollars in aid of the vote, Sanitary Department, other charges, typhoon expenses.

POLICE.

A sum of one thousand dollars in aid of the vote, Police and Prison Department, A.—

Police, other charges, for the following items:—

Secret service \$700

Subsistence of prisoners 300

..... \$1,000

This was all the business.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 23rd at 11.45 a.m.—The barometer has fallen slightly in the neighbourhood of Hongkong, and risen a little over the E. coast of China and the Philippines.

A circular depression appears to have formed or to be forming over the China Sea to the Southward of Hongkong, probably in from 18° to 20° Lat.

Pressure is high, about 0.1 inch above normal, over N. China, while it is about 0.1 inch below the average at the stations around the N. part of the China Sea.

Strong N.E. winds will prevail in the Formosa Channel and along the Northern shores of the China Sea.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, strong; squally, rain later.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N.E. to N. winds, strong.

SEVENTEEN INDIANS—one a soldier, the remainder workmen employed on the railway—were arrested on Sunday evening at Kuo Chung, two charged with being runners of a gambling house and the others with gambling. The gambling paraphernalia was confiscated. The accused were paraded before Mr. F. A. Hazland, at the Police Court, yesterday morning, when the leaders were mulcted in the sum of \$50 each and the remainder \$3 apiece. An order was made by the Court forfeiting all monies found on the ring-leaders. Five sovereigns were found in the second accused's purse when arrested. Inspector McHardy, of Yau-ma-tei Police Station, engineered the raid.

SANITARY BOARD.

BI-MONTHLY MEETING.

The bi-monthly meeting of the Sanitary Board was held this afternoon, in the Board room, when the following business was transacted:—

BACKYARD TANKS.

The question of permitting tanks in backyards was raised, relative to an application for a modification of the Public Health and Building Ordinance, in respect of a tank in the yard of No. 173, Wing Lok Street. According to the letter of the law these tanks are characterized as obstructions.

Mr. Hooper minutes: I am in favour of tanks being allowed which could be periodically emptied and cleaned, the inspectors to report cases of dirty tanks.

Mr. Lau Chu Pak minutes: Tanks for trade purposes should be allowed.

CEMETERY BYE-LAWS.

The following report of the sub-committee consisting of Hon. Mr. F. J. Badeley, Mr. Fung Wa Chun and Dr. Francis Clark, was submitted to the meeting on the cemetery bye-laws:—We recommend that the present cemetery bye-laws be repealed.

(A) Cemeteries other than Chinese.

(1) Every cemetery shall be at all times open to inspection by any member of the Board, or by any member of the Sanitary Department who may be directed to make such inspection.

(2) Each grave shall bear a number.

(3) A register shall be kept by the person or persons in charge of each cemetery, at or near such cemetery, and the date of burial, name, age and sex of each person buried shall be entered therein against the number of the grave in which the corpse is interred; such register shall be open to inspection by any member of the public at any reasonable time.

(4) Each grave shall be dug to a depth of at least six feet, with the exception of children's graves, the children being under ten years of age, which need not exceed four feet in depth.

(5) Except as required, the corpses of children under ten years of age, only one corpse shall be placed in one grave. In the case of corpses of children under ten years two corpses might be placed in one grave, provided that each grave is dug to a depth of at least six feet.

(6) The interspace between any two graves at any point shall be at least 18 inches.

(7) Each grave shall be properly covered with turf or chunam, or such other material as may be approved by the Board within six months of the grave being filled in.

(8) No grave may be re-opened after a corpse has been interred therein without the written authority of the Medical Officer of health, or other officer appointed by the Board for the purpose.

(9) The person in charge of a cemetery shall give not less than two hours' notice to the Inspector of Cemeteries of the intention to inter a corpse, and the hour at which it is proposed, such interment shall take place.

(10) The fees chargeable shall remain as heretofore.

Chinese Cemeteries.

(11) Each Chinese cemetery shall be laid out in sections of such size and arranged in such manner as may be directed by the Board.

(12) A plan or tracing of the cemetery, showing the various sections shall be on view at or near the cemetery and at the office of the Board.

(13) A monthly register shall be kept in the Chinese language, and the date, name, age and sex of each person buried shall be entered therein against the number of the grave in which such person is interred. These registers shall be deposited and filed at the office of the Board after a period of two years.

(14) Each grave shall be at least six feet deep, except in the case of children under ten years of age, when the graves need not exceed four feet in depth.

The rest of the rules are the same as in the case of non-Chinese cemeteries, the fees remaining as heretofore.

Mr. Shelton Hooper minutes: The register mentioned in paragraph three of these bye-laws should be open to inspection by the public.

Mr. Lau Chu Pak minutes: Paragraph 13: why should the Chinese register be deposited at or near the cemeteries for two years? The Chinese's names or coolies cannot be relied upon for keeping such registers. I suggest that the original copies should be deposited in the office of the Board, and the duplicate copies at the cemeteries. The following points are worthy of consideration:—

(1) Standing orders to be drawn up in English and Chinese for the guidance of the Chinese sex-tons or coolies.

(2) A copy of the bye-laws in English and Chinese to be posted up at the entrance to each cemetery for the information of the public.

(3) The various sections of the cemeteries to be clearly marked out with boundary stones.

The Hon. the Registrar General minutes: These bye-laws make no provision for a cemetery of the nature proposed to be opened at Apichau, or the cemetery Mr. Ng Li Hing wished to present to the Fokienese community in New Kowloon. (2) The plan should show more than the sections, and (3) six feet is unnecessarily deep.

The Hon. the Director of Public Works minutes: Should not the age limit for fees for children's graves be ten years? Why should the scale of charges for Chinese cemeteries differ so largely from that for non-Chinese cemeteries?

LIMEWASHING.

During the fortnight ending July 18th, 675 houses were cleaned and limewashed under the supervision of the Sanitary officials.

FOOD AND DRUGS.

The Government Analyst submitted his report on the result of examination of samples analysed under the "Sale of Food and Drugs Ordinance, 1896" for the quarter ended June 30th, which showed that two bottles of brandy, four of whisky and nine of milk were examined during that period, and all found pure.

Telegrams.

[Reuter's.]

Obituary.

London, 22nd July.
The death of the Rev. William Rutherford, formerly headmaster of Westminster, is announced.

The Blisley Meeting.

Lieutenant Addison of Australia won the King's Prize with a score of 318.

Gibson of the second Lanark, won the St. George's Challenge Cup with a score of 138.

Armourer Padgett of the Volunteer battalion, East Yorks, made the best score for the King's Prize (319), but a protest lodged that he had an extra shot, owing to a bad cartridge, was sustained, and the prize awarded to Addison.

The Mo'or Race.

Prince Borghese has arrived at Ekaterinburg.

Japan and Korea.

An inspired Berlin telegram to the *Koelnische Zeitung* considers that Korea is now entirely forfeited to Japan and that the action of the Japanese was perfectly justifiable from the Japanese standpoint.

An enraged mob of 4,000 people has attacked and burned the residence of the Premier at Seoul.

Later.

France.

The French Generalissimo has resigned, declining to accept the responsibilities in time of war with the reduced army, which he considers will result from the two years' service law.

General Sir Harry Maclean.

Reuter's correspondent in Tangier wires that Raisuli has cut off all communication between General Sir Harry Maclean and the outer world.

On the other hand there are persistent rumours that Raisuli has left his stronghold with Sir Harry Maclean, and that both have been taken prisoners by the Ykmas tribe, which is reported to be loyal to the Sultan of Morocco.

ALLAGHD MINUTES TO BE EXTRADITED.

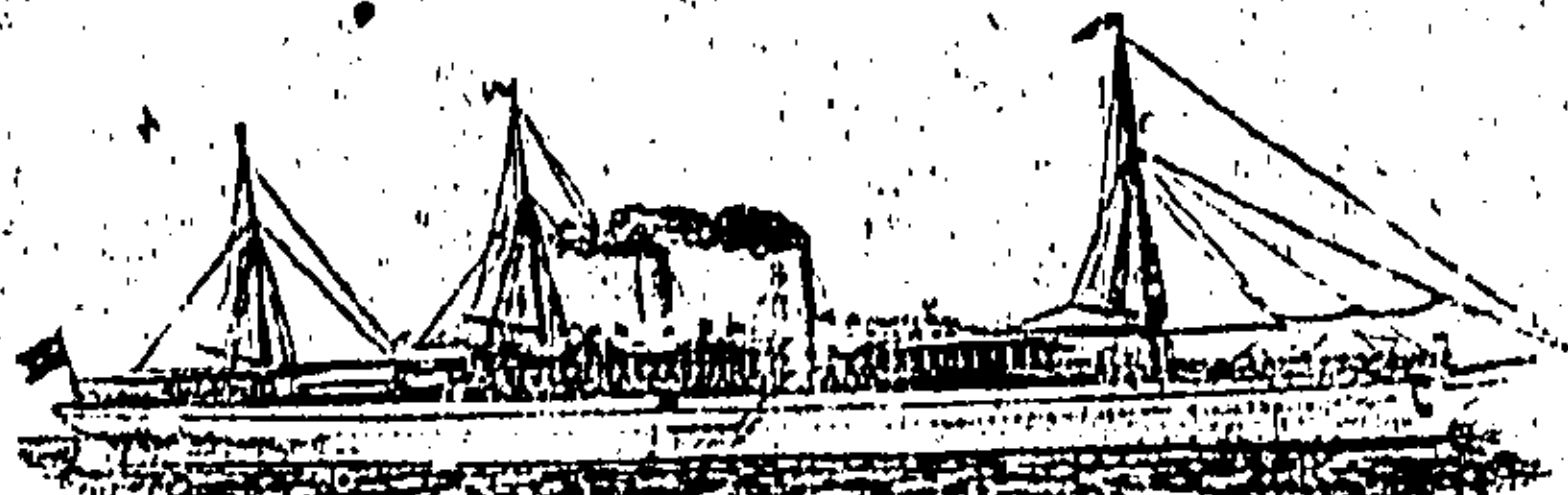
COMMITTED TO GAOL WAITING THE ORDER.

"Committed to the Victoria Gaol for fifteen days pending the order from His Excellency the Governor for your extradition," was the order Mr. F. A. Hazland made at the Police Court on Saturday last in the case in which four fishermen are wanted by the Canton authorities on a charge of piracy—a case which has been occupying the attention of the Court for several weeks.

The piracy in which the quartette were found to have taken part occurred during the earlier part of June, not far from Macao. Three junks—the *Chung Shing Wo*, *San Chau Li* and *Li Fuh Li*—left Pakhoi on the morning of the 7th ultimo, bound for this port, with cargoes of firewood. The *San Chau Li* arrived in Hongkong safely, but there were no signs of the two other boats. After waiting anxiously for several days, without any news from the missing ones, the master of the *San Chau Li*—the owner of the three junks—lodged a report to Inspector Kerr, at the Water Police Station, to the effect that the long overdue of his two junks caused him some apprehension. The police took the matter up, the cargo-boat man telegraphed to Canton and Macao for information, but all was of no avail. For a time all was a mystery. After a most searching investigation was made Detective Sergeant Wilden, who was conducting the search, was informed that the *Chung Shing Wo* and the *Li Fuh Li*, with strange crews aboard, were anchored in Shau-ki-wan Bay.

Detectives lost no time in following up the information, but they chose a wrong hour, for, with the exception of four men—three captured on board the junks, and the other arrested on shore at Shau-ki-wan, by the Shau-ki-wan police—the remainder of the crews had left the junks or had bolted. On the same day that the arrests and seizure of the two boats were effected by the police, the original crews put in an appearance, with a tale of woe. From stories gleaned from several of the crew it would seem that they were pirated on the 16th ultimo—nine days after leaving port—the day after the *San Chau Li* disappeared on the horizon. On that day, the police were told, a strange junk hove in sight, the crew of which, at a safe distance opened fire on the cargo-boats. The crews became alarmed and hid themselves in the holds. The pirates took charge of the cargo-boats and steered in a different direction. An hour later the crews were ordered on deck, placed on board a dinghy in charge of four pirates, and landed on the beach at Lui Chi—an island close to Macao. The pirates then sailed away with the boats, arriving here a couple of days later, when they proceeded to dispose of the cargoes. The boat people made their way to Macao, from whence they took passage for Hongkong, reaching this port a day later.

Shipping—Steamers.

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Luxury—Speed—Punctuality.

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11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
M.S.S.	Tons
"EMPEROR OF INDIA".....6,000.....THURSDAY, Aug. 1st.....Aug. 19th	
"MONTEAGLE".....6,163.....WEDNESDAY, Aug. 14th.....Sept. 7th	
"EMPEROR OF JAPAN".....6,000.....THURSDAY, Aug. 29th.....Sept. 16th	
"TARTAR".....4,425.....WEDNESDAY, Sept. 11th.....Oct. 5th	
"EMPEROR OF CHINA".....6,000.....THURSDAY, Sept. 26th.....Oct. 14th	
"ATHENIAN".....3,882.....WEDNESDAY, Oct. 9th.....Nov. 2nd	

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £42. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya. Hongkong, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	CHOYANG	TUESDAY, 23rd July, 3 P.M.
SHANGHAI VIA NINGPO.....	HINSANG	WEDNESDAY, 24th July, 4 P.M.
SHANGHAI.....	HANGSANG	FRIDAY, 26th July, 4 P.M.
MANILA.....	YUENSANG	FRIDAY, 26th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	KUTSANG	SATURDAY, 27th July, 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single.	Return.
Penang	5 0s	10 0s
Calcutta	8 0s	16 0s

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 20th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
CEBU AND ILOILO.....	"SUNGKIANG".....	23rd July, 4 P.M.
MANILA.....	"TEAN".....	23rd " "
SWATOW & SHANGHAI.....	"SHAOHSING".....	25th " "
HOIHOW AND HAIPHONG.....	"CHIHLI".....	26th " daylight.
CHINKIANG.....	"LINAI".....	26th " 4 P.M.
YOKOHAMA & KOBE.....	"TAIYUAN".....	29th " "
MANILA.....	"TAMING".....	30th " "
CEBU & ILOILO.....	"KAIFONG".....	1st Aug. 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"CHINGTU".....	3rd " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 23rd July, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUBI.....	2540	R. W. Almond...	MANILA	SATURDAY, 27th July, at Noon.
ZAFIRO.....	2540	A. Fraser.....	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th July, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR".....	FRIDAY, 23rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.

Hongkong, 5th July, 1907.

General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSURG.....2nd Aug.

Hongkong, 12th July, 1907.

SCANDIA.....7th Aug.

HABSURG.....4th Sept.

RHENANIA.....4th Oct.

EASTERN AND AUSTRALIAN STEAM-
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(Calling at Manila, Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
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Hongkong, 23rd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
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Shawmut * 9,600 E. V. Roberts 15th Aug.

Tremont * 9,600 T. W. Garlick 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN

HONGKONG, CALLAO

AND
IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"GLENFARG".....3,500.....Middle of Aug.

"KASATO MARU".....6,100.....End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to

K. MATSUDA,
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To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD, CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

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HO TUNG,
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Hongkong, 4th April, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near EAST POINT.

Apply to—

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A HOUSE in KNITSFORD TERRACE, KOWLOON.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
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H, ATHERLEIGH, Conduit Road.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
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TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907.

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,
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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907.

TO BE LET.

A S from 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th June, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1907.

TO LET.

From 1st July.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
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HUMBER
CYCLES.THE BEST IN THE
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Cycles Makers

ROYAL WARRANTS

H.M. KING EDWARD VII.

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WITH THE LATEST, BEST 3 SPEEDGEAR.

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 30 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.

Hongkong, 19th July, 1907.

THE BOOKMAKER.

WHY HE IS ALWAYS WINNER.

Percentage, a word frequently heard in the betting ring, may be defined as the take-off which takes the bookmaker home in a "hired hack," while the talent "ambles" obliquely along the footpath. In all forms of amusement where the public is wont to take a chance, there is this percentage. In poker, for instance, it takes the form of a kitty, and is, therefore, variable. In roulette, the advantage of the bank is a definite amount. Where the wheel is one of the double "O" variety, there are 37 numbers for the bank, as against one for the player. Of the 38 chips the player should get in case of a win the bank takes down two, and the player receives 36, the odds being cut to 35 to 1. The player therefore is paying 5-18ths cents on the dollar more than his chance is really worth.

THE BOOKIES' PULL.

To employ the percentage system in the betting ring is the art of the complete bookmaker. Often an advantage of 40 per cent. is pulled off in favour of the bookie all the time the genial public surges around trying to get rich with such odds against them.

Suppose a horse is quoted at 3 to 1. Clearly the talent puts up one-quarter, or 25 per cent. of the total amount which depends on the result of the race. Whatever money goes on the race, whether 30 to 10, 300 to 100, or 3,000 to 1,000, the public always put up at those odds 25 per cent. of the total.

Besides this 3 to 1 shot, say there is one at even money chance, one at 2 to 1, and one at 10 to 1. The public puts up 25 per cent., plus 50 per cent. plus 31 per cent. plus 9 per cent. Add it up, and it is seen that the public have put up 117 per cent. In other words, the bookie has taken in 17 per cent. more than he will pay out, no matter what horse wins.

Admit that all the horses but the favourite are quoted at odds equal to their chances. The three to one horse has 25 chances in a hundred of winning. All three non-favourites together are given 67 chances of winning. That only leaves the favourite 33 chances, which means it should be a 3 to 1 shot. Yet the bookie chalks up the odds as even money.

SHORT ODDS FOR PLACE.

The shortage in the odds place, and third is even greater than the odds to win. In fact here is where the heaviest percentages of all are made. Ask almost any bookmaker how to calculate the place and show price against a horse that is ten to one in the straight betting. He will take half of ten to one, subtract one and lay out four. Then for the show price he will take half of four and chalk up two. The straight, place and show prices of 30 many years' standing, such as 15, 6 and 3, 12, 5 and 2, and all the rest seem to have been determined along these lines with a very poor degree of accuracy. The rule, though inconsistent, is used because it guarantees an ample percentage in the prices for the layer, but it makes the odds fall far short of the player. With this rule more or less in mind, the bookmaker lays in the place prices so that the total of their percentages will exceed 200 and the show prices so that their total will exceed 300. The excess of 200 and 300 in the place and show betting, respectively, will show the percentage for the layer, just as the excess of 100 will show it in the straight betting.

THE REAL ODDS.

But the odds that are just to layer and player alike can only be found by resorting to a diligent comparison between odds and chances. The straight odds against a horse will show the estimated chance to win. Twice this chance to get the place, while three times his winning chance will show his probability of running third. By this principle, then, a horse that is 10 to 1 in the straight betting may be said to have a chance to win the same as one in a total of eleven, the true odds are 10 to 1 against it. Twice this chance is one in a total of half of 11 to 1, or 1 in 5-1/2 to get the place. Against such a chance the true odds are 4-1/2 to 1, or 9 to 2, not 4 to 1, as laid in practice. Three times the winning chance is just equal to 3 in 11, or 1 in 3-2/3 against which the odds are 2-2/3 to 1, or 8 to 3, not 2 to 1, as laid. Therefore the full across the board for a horse that is 10 to 1 in the straight is 10, 9 to 2 and 8 to 3, and not 10, 4 and 2.

FOR EXAMPLE.

At Benning's in one race the following percentages in favour of the books are per cent. straight, place, and third, closing betting.

Race.	Horses.	1st.	2nd.	3rd.
1st.....	7	6.99	7.63	See
2nd.....	6	13.49	12.3	"
3rd.....	7	4.89	4.1	"
4th.....	11	24.17	45.59	63.4
5th.....	10	20.08	51.4	67.4
6th.....	4	8.69	12.8	"

Note.—In the show betting, first race, the odds were 2.0 per cent. "Dutch," meaning that the percentage had, by some oversight, been reversed. It was actually 2.0 per cent. in the players' favour. In the sixth race there was no show betting.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899.

W. DORRICK,
Director.

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Captain Monton, will be despatched to
MARSEILLES on TUESDAY, the 6th
August, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Cumbia* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above port.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SALAZIE 20th August
S.S. POLYNES'EN 3rd Sept.

S.S. *TOURANE* 17th Sept.
S.S. *AUSTRALIEN* 1st Oct.

S.S. NERA.....15th Oct.
G. DE CHAMPEAUX.
Agent

Hongkong, 23rd July, 1907.

THE Steamship

"DELTA."

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th Instant, leaving taking Passengers and Cargo for

July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Alacidonia*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel

Silk and Valuables, all Cargo for France and Tea for London (under arrangement),

will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents

For further Particulars, apply to
E. A. HEWETT,

Hongkong, 15th July, 1907. Superintendent. [1]

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